

Pinn, Trevor

From: Ward, Candice <cward@scsconsultinggroup.com>
Sent: October 21, 2020 5:15 PM
To: Pinn, Trevor
Cc: Bottos, Julie; MacDonald, Claire; mustafag@deltaurban.com; Stephen.Keen@cima.ca; Salazar, Carlos; Bunker, Greg; Lynch, Heather
Subject: RE: Southwest Courtice Secondary Plan Area - DC Background Study Review
Attachments: 2020 10(Oct) 21-Clarington-jlb-DC Background Study Review Letter.pdf; Attachment No. 01 - Schedule-C - Transportation Classification.pdf; Attachment No. 02 - Page 5-14-5-19-Section 5.2 of Clarington 2020 DC Background Study-15Oct20.pdf

EXTERNAL

Thank you for your confirmation, Trevor!

Please disregard our letter sent on October 19, 2020. We have now had the chance to review the October 15, 2020 Draft DC Background Study, and are pleased to provide you with our revised comments regarding the proposed 2020 Municipality Development Charge (DC) Background Study (DCBS), prepared by Watson & Associates, dated October 15, 2020, for the Municipality of Clarington on behalf of the Southwest Courtice Landowners Group, with respect to the Southwest Courtice Secondary Plan Area. Additionally, we have attached the following:

- Attachment No. 1 – Schedule C - Road Classification prepared by Delta Urban, dated June 23, 2020;
- Attachment No. 2 –Municipality of Clarington Draft 2020 October 15, 2020 DC Background Study (Section 5.2 – Projects Related to a Highway) prepared by Watson & Associates Economists Ltd.

We look forward to hearing from Municipality of Clarington Staff shortly. For that reason, we would appreciate the Municipality of Clarington acknowledge the above-mentioned requests in writing.

Please contact Julie Bottos or the undersigned if you have any questions or require additional information.

Thank you and please stay safe.

Candice Ward, B.E.S., MCIP, RPP

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From: Pinn, Trevor <TPinn@clarington.net>

Sent: October-19-20 1:22 PM

To: Ward, Candice <cward@scsconsultinggroup.com>

Cc: Bottos, Julie <jbottos@scsconsultinggroup.com>; MacDonald, Claire <cmacdonald@scsconsultinggroup.com>; mustafag@deltaurban.com; Stephen.Keen@cima.ca; Salazar, Carlos <csalazar@clarington.net>; Bunker, Greg <GBunker@clarington.net>; Lynch, Heather <hlynch@clarington.net>

Subject: RE: Southwest Courtice Secondary Plan Area - DC Background Study Review

Good afternoon Candice,

I am in receipt of your email, I do want to let you know that the DC study and by-law have been posted for public comment and there are some changes between the version in February and the current version. Please go to <https://www.clarington.net/en/do-business/Development-Charges.asp> for the most recent copy.

I will take me some time to look at your comments and respond, but I did want you to be aware that I received your email.

Thanks,

Trevor

Trevor Pinn, CPA, CA
Director of Finance / Treasurer
Finance Department
Municipality of Clarington
40 Temperance Street, Bowmanville ON L1C 3A6
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From: Ward, Candice <cward@scsconsultinggroup.com>

Sent: October 19, 2020 12:33 PM

To: Pinn, Trevor <TPinn@clarington.net>

Cc: Bottos, Julie <jbottos@scsconsultinggroup.com>; MacDonald, Claire <cmacdonald@scsconsultinggroup.com>; mustafag@deltaurban.com; Stephen.Keen@cima.ca; Salazar, Carlos <csalazar@clarington.net>; Bunker, Greg <GBunker@clarington.net>

Subject: Southwest Courtice Secondary Plan Area - DC Background Study Review

EXTERNAL

Good afternoon, Trevor.

We are pleased to provide you with our comments regarding the proposed 2020 Municipality Development Charge (DC) Background Study (DCBS) stake-holders information package, prepared by Watson & Associates, dated February 19, 2020, for the Municipality of Clarington on behalf of the Southwest Courtice Landowners Group, with respect to the Southwest Courtice Secondary Plan Area. Additionally, we have attached the following:

- Attachment No. 1 - Schedule C - Road Classification prepared by Delta Urban, dated June 23, 2020;
- Attachment No. 2 - Municipality of Clarington Draft 2020 DC Background Study - Calculations (Technical Appendix) prepared by Watson & Associates Economists Ltd.

We look forward to hearing from Municipality of Clarington Staff shortly. For that reason, we would appreciate the Municipality of Clarington acknowledge the above-mentioned requests in writing.

Please contact Julie Bottos or the undersigned if you have any questions or require additional information.

Thank you and please stay safe.

Candice Ward, B.E.S., MCIP, RPP

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File #: 2280
Date: October 21, 2020

Mr. Trevor Pinn, Treasurer
Finance Department
Municipality of Clarington
40 Temperance Street
Bowmanville, Ontario, L1C 3A6

Dear Mr. Pinn,

**Re: Proposed October 15, 2020 Development Charge Background Study (“DCBS”)
Southwest Courtice Landowners Group (the “Group”)
Municipality of Clarington (the “Municipality”), Ontario**

We are pleased to provide you with our comments regarding the proposed 2020 Municipality Development Charge (DC) Background Study (DCBS), prepared by Watson & Associates, dated October 15, 2020, for the Municipality of Clarington on behalf of the Southwest Courtice Landowners Group (the “Group”), with respect to the Southwest Courtice Secondary Plan Area (the “SCSPA”).

Our general comments regarding the proposed 2020 DC Background Study and how it relates to our Group’s lands are as follows.

General Comments

Development Forecast

As per the draft DCBS, the DC was proposed to be calculated applying the Growth Forecasts that are consistent with the Region of Durham’s Official Plan to 2031. The total net residential population applied to Clarington is 133,734, which excludes all institutional, no fixed place of work, and work at home populations. Please refer to table below excerpted from the October 15, 2020 Report:

Schedule 1
 Municipality of Clarington
 Residential Growth Forecast Summary

Year	Population (Including Census Undercount) ¹	Excluding Census Undercount			Housing Units					Person Per Unit (P.P.U.): Total Population/ Total Households	
		Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi-Detached	Multiple Dwellings ²	Apartments ³	Other	Total Households		
Historical	Mid 2006	80,930	77,820	710	77,110	22,410	2,680	1,685	85	26,860	2.897
	Mid 2011	87,930	84,548	823	83,725	24,629	3,090	2,048	113	29,880	2.830
	Mid 2016	95,690	92,013	823	91,190	26,985	3,640	2,100	110	32,835	2.802
Forecast	Early 2020	103,260	99,289	895	98,394	29,020	4,398	2,583	110	36,112	2.750
	Early 2025	118,020	113,484	1,029	112,455	32,373	5,529	3,565	110	41,577	2.730
	Early 2030	134,870	129,687	1,161	128,526	36,169	6,801	4,763	110	47,843	2.711
	Mid 2031	140,340	134,941	1,207	133,734	37,353	7,200	5,136	110	49,799	2.710
Incremental	Mid 2006 - Mid 2011	7,000	6,728	113	6,615	2,219	410	363	28	3,020	
	Mid 2011 - Mid 2016	7,760	7,465	0	7,465	2,356	550	52	-3	2,955	
	Mid 2016 - Early 2020	7,570	7,276	72	7,204	2,035	758	483	0	3,276	
	Early 2020 - Early 2025	14,760	14,195	134	14,061	3,353	1,131	981	0	5,465	
	Early 2020 - Early 2030	31,610	30,398	266	30,132	7,149	2,403	2,180	0	11,732	
	Early 2020 - Mid 2031	37,080	35,652	312	35,340	8,333	2,802	2,552	0	13,688	

Derived from Municipality of Clarington Official Plan (2018) and data from municipal staff regarding servicing and land supply, by Watson & Associates Economists Ltd., 2020

¹ Census undercount estimated at approximately 4.0%. Note: Population including the undercount has been rounded.

² Includes townhouses and apartments in duplexes.

³ Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

The 2018 Official Plan for the Municipality of Clarington (OPA 107) states in Appendix B that the Estimated Units Target for the Future Secondary Plan areas shall be treated as follows:

- ➔ *This appendix does not form part of the Official Plan and is intended for information purposes only.*
- ➔ *Estimated unit capacity may exceed the Region’s targets for Clarington to 2031 because it considers full development of all lands within the Urban Areas.*
- ➔ *Housing units for Future Secondary Plan Areas will be refined through the development of Secondary Plans.*

Appendix B – Unit Targets By Neighbourhood

Estimated Unit Targets for Future Secondary Plans Areas

	Low	Medium	High	Total
Future Secondary Plan Areas				
Southeast Courtice Secondary Plan	573	594	1,010	2,177
Future portion of Southwest Courtice Secondary Plan	481	138	69	688
Farewell Heights	693	173	0	866
Total	1,747	905	1,079	3,731
Bowmanville East Secondary Plan	1,453	415	207	2,075
Soper Springs Secondary Plan	336	0	0	336
Total	1,789	415	207	2,411
Future portion of Wilmot Creek Secondary Plan	100	100	301	501
Future portion of North Village Secondary Plan	589	168	84	841
Total	689	268	385	1,342
Total Units Future Secondary Plan Areas	4,225	1,588	1,671	7,484
Total Units Neighbourhoods	27,557	6,458	8,127	42,142
Total Units Future Secondary Plan Areas	4,225	1,588	1,671	7,484
Total Units Rural Areas and Orono	6,977	0	0	6,977
Grand Total Units	38,759	8,046	9,798	56,603

Note: This appendix does not form part of the Official Plan and is intended for information purposes only.

Estimated unit capacity may exceed the Region’s targets for Clarington to 2031 because it considers full development of all lands within the Urban Areas.

Housing units for Future Secondary Plan Areas will be refined through the development of Secondary Plans.

In summary, the populations related to the Future Southwest Courtice Secondary Plan have not been included in the proposed 2020 DCBS in light of the province passing **Bill 189, Coronavirus Support and Protection Act, 2020**, which received royal assent on April 14, 2020. We understand that Report No. FND-006-20 motions will keep the existing DC By-law No. 2015-035 in force until after the specified date within the Bill. The Group is requesting that the Background Study be updated to include the Future Southwest Courtice Secondary Plan estimated unit targets as the Secondary Plan is scheduled to be approved in early November of 2020.

Proposed Municipality Road Network

The SCSPA is bounded to the north by original Southwest Courtice Secondary Plan Area, Robinson Creek to the east, Townline Road to the south and west, and Highway 401 to the south (refer to **Figure 1**). The north half of the Bayview Neighbourhood was developed beginning in the 1990s. Subject to further analysis, the approval process may allow for a conversion of the employment lands west of Robinson Creek to become residential lands. This potential conversion could help enhance land use compatibility and aid in the orderly phasing of development and provision of logical lot patterns. Services related to a Highway (refer to **Attachment No. 2** for details) located near this development are :

- ➔ Culvert Works Project No. 11 – Baseline Road Culvert (99055) at Robinson Creek;
- ➔ Intersection Works Project No. 28 – Prestonvale Road Railroad Crossing at CPR Level Crossing;
- ➔ Road Works Project No. 80 – Prestonvale Road from CPR Level Crossing to 262m south of Southfield Avenue; and,
- ➔ Road Works Project No. 88 – Baseline Road from Prestonvale Road to Trulls Road.

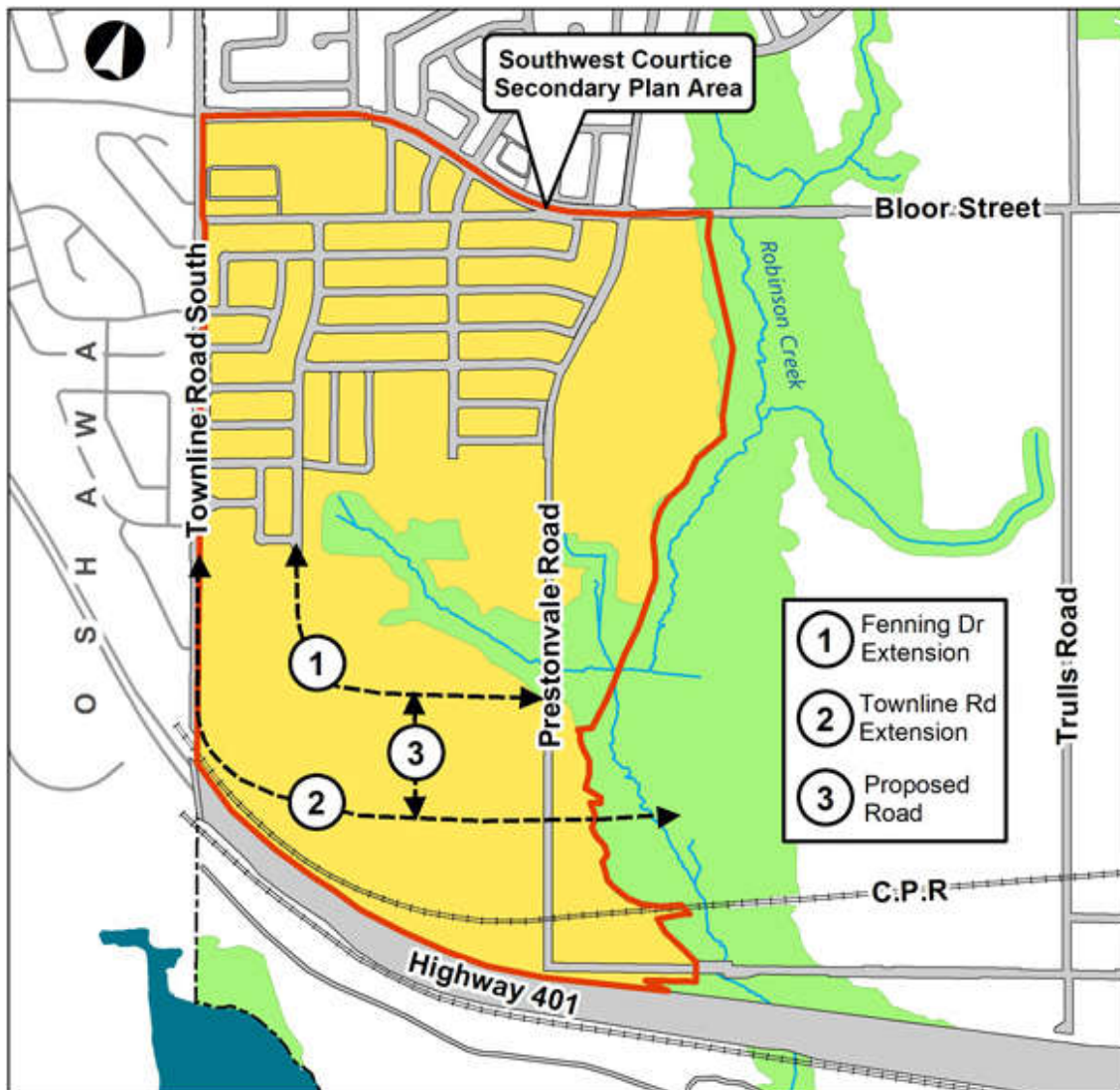


Figure 1 – Southwest Courtice Secondary Plan Area (SCSPA)

Our comments regarding the Municipal Roads and Related Costs and how the projects relate to our Group’s lands (refer to **Attachment No. 1**) are as follows.

Proposed Road Network

CIMA+ has prepared the Transportation Technical Summary Report for the Southwest Courtice Secondary Plan and Environmental Assessment (May 29, 2020). Based on CIMA+’s technical summary, there have been several road network solutions proposed. We understand a combination of corridor improvements, road extensions, and new collector roads are planned to support the development of the Secondary Plan Area and that all arterial, collector, and local collector roads shall have sidewalk and cycling facility works, streetlighting, and street trees on both sides of the right-of-way, which should be accounted for in the proposed DC Background Study. **Table 1** below outlines our understanding of the proposed road networks and a summary of the additional items that should be considered in the 2020 DC Background Study.

Table 1 – Proposed Road Network to be Included in 2020 DC Background Study

No.	Road	From	To	Category	Items to be Considered in 2020 DCBGS
1.	Townline Road Extension	Current South Terminus	Courtice Road	Arterial B	<ul style="list-style-type: none"> • Intersection works at: <ul style="list-style-type: none"> ○ Prestonvale Road and Proposed East-West Arterial • Bridge Structure or Culvert Works located at: <ul style="list-style-type: none"> ○ Robinson Creek Crossing (south of Bloor Street) • Multi-Use Path and Cycling Facility Works
2.	Fenning Drive Extension	Current North Terminus	Prestonvale Road	Collector	<ul style="list-style-type: none"> • Intersection works at: <ul style="list-style-type: none"> ○ Proposed North-South Collector and Fenning Drive (Turning Circle) ○ Prestonvale Road and Fenning Drive • Sidewalk and Cycling Facility Works
3.	Prestonvale Road	Southern Courtice Arena entrance	Baseline Road	Arterial A	<ul style="list-style-type: none"> • Intersection works at: <ul style="list-style-type: none"> ○ Baseline Road West and Prestonvale Road • Bridge Structure or Culvert Works located at (Grade Separation): <ul style="list-style-type: none"> ○ CP Rail Crossing • Cycling Facility Works <p><u>Note:</u> Road improvement works have been included in proposed 2020 DC Background Study (Project No. 83).</p>

No.	Road	From	To	Category	Items to be Considered in 2020 DCBGS
4.	Proposed Collector Road (North-South Route between Townline Extension and Prestonvale Roads)	Fenning Drive Extension	Townline Road Extension	Collector	<ul style="list-style-type: none"> • Intersection works at: <ul style="list-style-type: none"> ○ Fenning Drive Extension and Proposed Collector (Turning Circle) ○ Townline Road Extension and Proposed Collector • Sidewalk and Cycling Facility Works

Proposed Active Transportation

Based on CIMA+’s technical summary, there have been several active transportation initiatives proposed. Identified as a priority, an Active Transportation network will be developed in co-ordination with the Municipality’s Complete Streets and Transportation Master Plan (TMP) initiatives. Regional and municipal cycling facilities and active transportation additions are planned throughout the study area as both primary, long-term improvements. The TMP identifies a desire for active transportation to see an increase in mode share over the years, by making walking and cycling more practical and attractive. Local Active Transportation connections to a future GO Rail station will be important while also considering connections across the Highway 401 corridor to ensure connectivity with the Energy Park employment lands, Darlington Provincial Park and a future community park all located south of Highway 401. Existing watercourse crossing under Highway 401 are constrained with opportunities to accommodate active transportation facilities likely to be limited. This would suggest value in considering either a dedicated active transportation overpass or integrating active transportation facilities into future improvements at the Courtice Road interchange. (refer to **Table 2**).

Table 2 – Proposed Active Transportation to be Included in 2020 DC Background Study

No.	Road	Description	Category
1.	Off-Road Path located in northeast quadrant of Fenning Drive and Proposed North-South Collector	Around Robinson Creek	Trail
2.	Off-Road Path located in northeast quadrant of Fenning Drive Extension and Prestonvale Road	Around Robinson Creek	Trail
2.	Bike Lane on Prestonvale Road from Bloor Street to Proposed Townline Road Extension	Clarington Cycle Land and Shared Routes	Cycle

Benefit to Existing

The Group requests that the Municipality consider allocating Benefit to Existing Development shares to the above-mentioned new Roads Network and Active Transportation projects as existing residents will benefit from these new right-of-ways.

We also would like the Municipality to confirm the basis for not including Benefit to Existing to the Bridge Structure Works, Culvert Works, Intersection Works, Sidewalk and Cycling Facility Works, and Streetlighting Works Project Costs.

Re: Proposed October 15, 2020 Development Charge Background Study (“DCBS”)
Southwest Courtice Landowners Group (the “Group”)
Municipality of Clarington (the “Municipality”), Ontario

File #: 2280
October 21, 2020
Page 7 of 7

We trust the above-mentioned is complete. We look forward to hearing from Municipality of Clarington Staff shortly. For that reason, we would appreciate the Municipality of Clarington acknowledge the above-mentioned requests in writing.

Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.

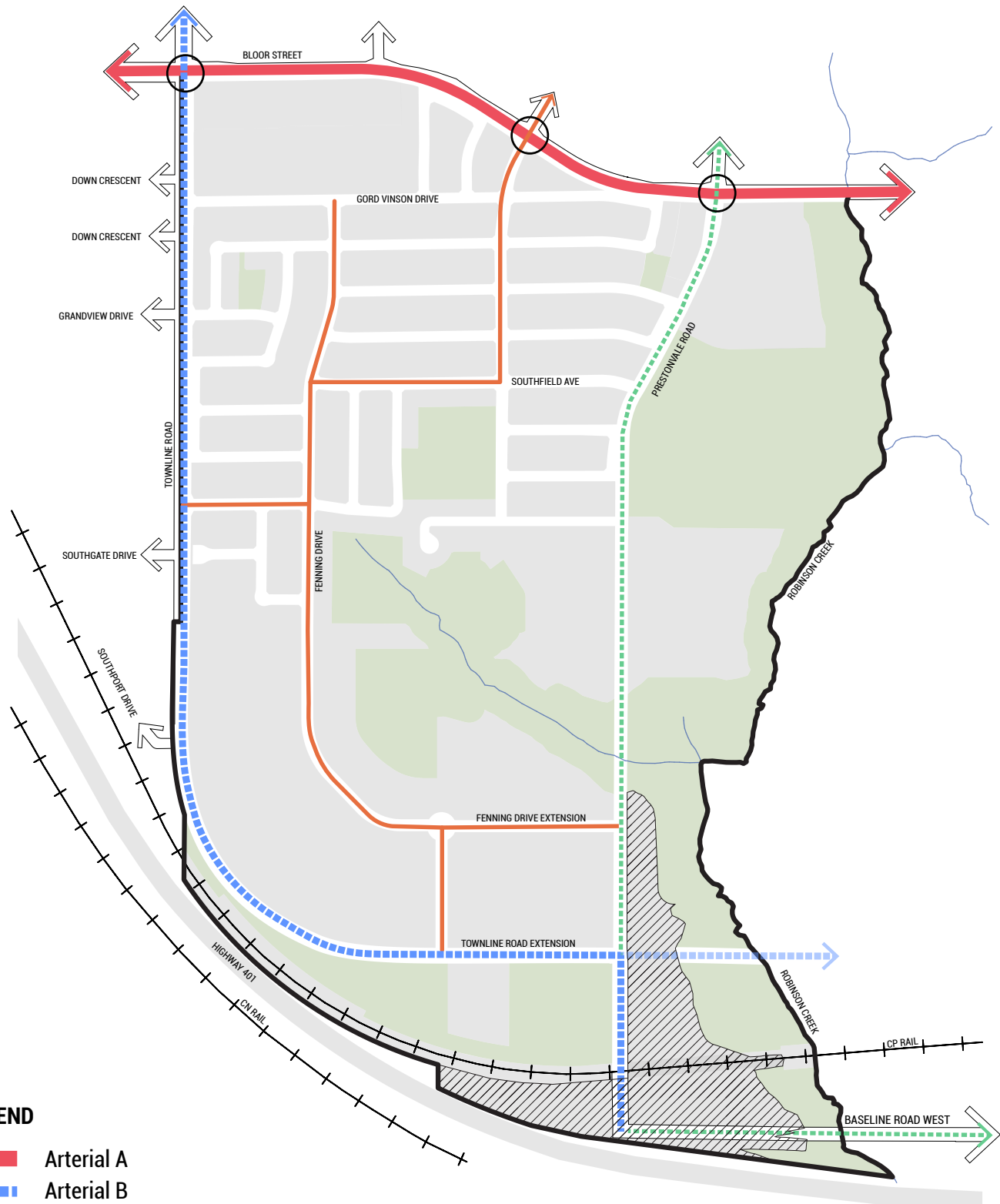


Julie Bottos, A.Sc.T.
jbottos@scsconsultinggroup.com

Attachments: Attachment No. 1 - Schedule C - Road Classification prepared by Delta Urban, dated June 23, 2020
Attachment No. 2 - Municipality of Clarington Draft October 15, 2020 DC Background Study (Section 5.21 - Services Related to a Highway) prepared by Watson & Associates Economists Ltd.

c. Mr. Carlos Salazar, Manager of Community Planning and Design
Mr. Greg Bunker, Planner, Planner and Development Services
Mr. Mustafa Ghassan, Delta Urban Inc.
Mr. Stephen Keen, CIMA Canada Inc.
Southwest Courtice Landowners Group

P:\2280 SW Courtice Conformity Update Area Landowners Group\Correspondence\Letters\2020 10(Oct) 21-Clarington-jlb-DC Background Study Review Letter.docx



LEGEND

- █ Arterial A
- █ Arterial B
- █ Arterial C
- █ Collector
- Special Study Area
- Signalized Intersection

Schedule C - Road Classification

Bayview (Southwest Courtice) Secondary Plan



Draft for Public Review



5.2 Service Levels and 11-Year Capital Costs for Municipality-wide D.C. Calculation

5.2.1 Services Related to a Highway

The Municipality has a current inventory of 268.35 kilometres of arterial and collector roads. This historical level of infrastructure investment equates to a \$6,901 per capita level of service. When applied to the forecast population growth to 2031 (i.e. 35,340 population), a maximum D.C.-eligible cost of approximately \$243.9 million could be expected to meet the future increase in needs for service.

The Municipality's utilizes 50,837 square feet of facility space, operates a fleet of 99 vehicles and equipment items to maintain its road network. In this regard, a historical average level of service of \$244 per capita has been provided, resulting in a D.C.-eligible cap of approximately \$8.6 million.

The review of the Municipality's roads and related needs for the forecast period identified \$224.0 million in gross capital costs. These capital needs include various road projects, studies, and recovery of the Green Road debenture. \$31.9 million has been deducted in recognition of the benefit to existing development, while approximately \$558,000 has been deducted to account for developer contributions per the Municipality's local service policy or contributions from the Ministry of Transportation. After deducting \$20.9 million in recognition of the uncommitted reserve fund balance, \$170.5 million in net D.C. eligible costs have been included in the D.C. calculation.

The net growth-related costs have been allocated between future residential and non-residential development on the basis of incremental population to employment growth over the 11-year forecast period (i.e. 83% residential/ 17% non-residential).



Infrastructure Costs Covered in the D.C. Calculation – Services Related to a Highway

Prj .No	Increased Service Needs Attributable to Anticipated Development			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2020-2031							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 83%	Non- Residential Share 17%
	Road	From	To									
Bridge Structure Works												
1	Longworth Ave. Structure at Brookhill	Brookhill Tributary Crossing		2022	1,213,228	-	1,213,228	-		1,213,228	1,006,979	206,249
2	Baseline Rd.	At Bennett Rd. Channel Crossing		2023	1,108,501	-	1,108,501	-		1,108,501	920,056	188,445
3	Lambs Rd.	At Bennett Rd. Channel Crossing		2023	1,108,501	-	1,108,501	-		1,108,501	920,056	188,445
4	Grady Dr. Structure (and Road Link)	At Foster Creek		2024	2,987,454	-	2,987,454	-		2,987,454	2,479,587	507,867
5	Lambs Rd. Grade Separation	at CNR Crossing		2030	15,006,547	-	15,006,547	-		15,006,547	12,455,434	2,551,113
6	Bennett Rd.	At Soper Creek Tributary		2031	1,108,501	-	1,108,501	-		1,108,501	920,056	188,445
Culvert Works												
7	Hancock Rd. Box Culvert (99077)	at Black Creek Tributary		2022	1,012,600	-	1,012,600	679,000		333,600	276,888	56,712
8	Lambs Rd. Box Culvert (99069)	at Soper Creek Tributary		2023	286,059	-	286,059	-		286,059	237,429	48,630
9	Baseline Rd. Culvert (99065)	at Darlington Creek	West of Green Rd.	2027	286,059	-	286,059	-		286,059	237,429	48,630
10	Baseline Road Culvert (99063)	140m East of Holt Rd.		2028	286,059	-	286,059	-		286,059	237,429	48,630
11	Baseline Rd. Culvert (99055)	at Robinson Creek (w. of R.R. 34)		2028	286,059	-	286,059	-		286,059	237,429	48,630
12	Baseline Rd. Culvert (99057)	at Tooley Creek (e. of R.R. 34)		2029	286,059	-	286,059	-		286,059	237,429	48,630
Intersection Works												
13	George Reynolds Dr.	At Courtice Rd.		2020	821,850	-	821,850	-		821,850	682,136	139,715
14	Green Rd.	At Brookhill		2021	207,746	-	207,746	152,996		54,750	45,443	9,308
15	King Ave./Baldwin St./North Street			2021	316,231	-	316,231	122,916	158,116	35,200	29,216	5,984
16	King St.	At Ontario St.		2021	207,746	-	207,746	152,996		54,750	45,443	9,308
17	Longworth Ave./Green Rd. (Intersection)			2022	316,231	-	316,231	122,916		193,316	160,452	32,864
18	Bennett Rd.	At Lake Road		2022	432,377	-	432,377	241,598		190,779	158,347	32,432
19	Bennett Rd. Railroad Crossing	at CNR Level Crossing		2022	381,670	-	381,670	-		381,670	316,786	64,884
20	Trulls Rd.	At Sandringham Dr.		2022	432,377	-	432,377	241,598		190,779	158,347	32,432
21	Baseline Rd.	At Haines St.		2023	310,925	-	310,925	-		310,925	258,068	52,857
22	Baseline Rd.	At Caristrap St.		2023	310,925	-	310,925	-		310,925	258,068	52,857
23	Baseline Rd.	At Mearns Ave./Mearns Ct.		2023	621,850	-	621,850	-		621,850	516,136	105,715
24	Arthur St. Railroad Crossing	at C.P.R Level Crossing		2024	636,117	-	636,117	-		636,117	527,977	108,140
25	Clarington Blvd.	At Prince William Blvd		2024	506,000	-	506,000	282,736		223,264	185,309	37,955
26	Prestonvale Rd.	At Robert Adams Dr.		2024	316,231	-	316,231	122,916		193,316	160,452	32,864
27	Mearns Ave./Concession St. (Signals)			2026	316,231	-	316,231	122,916		193,316	160,452	32,864
28	Prestonvale Rd. Railroad Crossing	at CPR Level Crossing		2026	636,117	-	636,117	-		636,117	527,977	108,140
29	Baseline Rd.	At Maple Grove Rd.		2027	621,850	-	621,850	-		621,850	516,136	105,715
30	Conc. St. E/Lambs Rd. Intersection			2027	316,231	-	316,231	122,916		193,316	160,452	32,864
31	King St./Simpson Ave. (Intersection)			2028	432,377	-	432,377	241,598		190,779	158,347	32,432
32	King St./Scugog St. (Intersection)			2030	432,377	-	432,377	241,598		190,779	158,347	32,432
33	Toronto St./Mill St. Intersection			2030	207,746	-	207,746	152,996	51,937	2,813	2,335	478
34	Trulls Rd.	At George Reynolds Dr.		2031	432,377	-	432,377	241,598		190,779	158,347	32,432
35	Baseline Rd./Holt Rd. (Signals)			2031	316,231	-	316,231	122,916		193,316	160,452	32,864
36	Baseline Rd.	At Simpson Ave.		2031	532,377	-	532,377	-		532,377	441,873	90,504
37	Holt Rd./Bloor St. (Signals)			2031	316,231	-	316,231	122,916		193,316	160,452	32,864
38	Longworth Ave.	At Mearns Ave.		2031	207,746	-	207,746	152,996		54,750	45,443	9,308



Infrastructure Costs Covered in the D.C. Calculation – Services Related to a Highway (cont'd)

Prj .No	Increased Service Needs Attributable to Anticipated Development			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2020-2031							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 83%	Non- Residential Share 17%
	Road	From	To									
46	Darlington Blvd.	Highway 2	Foxhunt Trail	2021	2,265,924	-	2,265,924	538,710		1,727,214	1,433,588	293,626
47	Green Rd.	Ross Wright	Future Longworth Avenue	2021	514,419	-	514,419	12,481		501,938	416,608	85,329
48	Lambs Rd.	CPR Tracks	Conc. Rd. 3	2021	451,491	-	451,491	332,504		118,987	98,759	20,228
49	Maple Grove Rd.	Hwy 2	Future Longworth Ave	2021	383,768	-	383,768	282,628		101,139	83,946	17,194
50	Middle Rd.	890m N of Conc 3	Taunton Rd.	2021	1,498,951	-	1,498,951	1,103,914		395,038	327,881	67,156
51	Bennett Rd.	South Service Rd.	South End (East Beach Rd.)	2022	1,756,744	-	1,756,744	243,804		1,512,940	1,255,740	257,200
52	Conc. Rd. 3	200m East of Reg. Rd. 57	100m West of Middle Rd.	2022	1,783,319	-	1,783,319	661,886		1,121,432	930,789	190,643
53	Hancock Rd.	Nash Rd.	0.65km North	2022	1,308,832	-	1,308,832	38,730		1,270,102	1,054,185	215,917
54	Hancock Rd.	275m South of Nash. Rd.	Nash Rd.	2022	543,699	-	543,699	126,691		417,008	346,117	70,891
55	Lambs Rd.	Highway 2	Concession St. E	2022	4,629,770	-	4,629,770	163,844		4,465,926	3,706,718	759,207
56	Longworth Ave. (Road Oversizing)	Bowmanville Creek	Green Rd.	2022	2,527,135	-	2,527,135	-		2,527,135	2,097,522	429,613
57	Nash Rd.	50m East of Harry Gay Dr.	Hancock Rd.	2022	1,011,422	-	1,011,422	187,935		823,487	683,495	139,993
58	Port Darlington Rd.	Port Darlington East Beach Park	East Shore Drive	2022	1,505,603	-	1,505,603	-		1,505,603	1,249,650	255,952
59	Baseline Rd.	Mearns Ct.	Haines St.	2023	1,356,387	-	1,356,387	600,171		756,216	627,659	128,557
60	Baseline Rd.	Haines St.	Lambs Rd.	2023	1,382,584	-	1,382,584	255,286		1,127,298	935,657	191,641
61	Lambs Rd.	300mm North of Baseline Rd.	Highway 2	2023	1,152,153	-	1,152,153	393,520		758,633	629,666	128,968
62	Queen St. Extension	St. George St.	Frank St.	2023	719,084	-	719,084	-		719,084	596,840	122,244
63	Trulls Rd.	230m South of Yorkville Dr.	Reg. Rd. 22	2023	2,374,768	-	2,374,768	432,707		1,942,061	1,611,910	330,150
64	Trulls Rd.	Bloor St. (Reg. Rd. 22)	Baseline Rd.	2023	6,241,615	-	6,241,615	1,797,196		4,444,419	3,688,868	755,551
65	Conc. Rd. 3	Mearns Ave.	Reg. Rd. 42	2023	1,498,951	-	1,498,951	1,103,914		395,038	327,881	67,156
66	East Shore Dr.	Port Darlington Rd.	Lake Rd.	2023	1,457,520	-	1,457,520	318,728		1,138,792	945,197	193,595
67	Maple Grove Rd.	Baseline Rd.	Bloor St.	2023	880,408	-	880,408	648,383		232,025	192,581	39,444
68	Prince William Blvd.	Pethick St.	Reg. Rd. 57	2024	1,129,295	-	1,129,295	-		1,129,295	937,315	191,980
69	Arthur St.	CPR Level Crossing	1.13km N. of CPR	2024	2,236,086	-	2,236,086	1,135,694		1,100,392	913,325	187,067
70	Concession St. E.	Soper Creek Dr.	Lambs Rd.	2024	1,930,435	-	1,930,435	599,758		1,330,677	1,104,462	226,215
71	Haines St.	Baseline Rd.	Reg. Highway 2	2024	3,155,102	-	3,155,102	55,386		3,099,716	2,572,764	526,952
72	Holt Rd.	Reg. Highway 2	Future Longworth Ave.	2025	948,597	-	948,597	188,648		759,949	630,758	129,191
73	Longworth Ave.	Holt Rd.	Maple Grove Rd.	2025	3,062,447	-	3,062,447	-		3,062,447	2,541,831	520,616
74	Longworth Ave.	Maple Grove Rd.	West Bowmanville Boundary	2025	1,485,515	-	1,485,515	-		1,485,515	1,232,978	252,538
75	Nash Rd. (Future Clarington Blvd.)	South 90 degree Curve	North 90 degree Curve	2025	2,023,381	-	2,023,381	21,211		2,002,170	1,661,801	340,369
76	Old Scugog Rd.	Conc. Rd. 4	Taunton Rd.	2025	952,647	-	952,647	701,584		251,063	208,383	42,681
77	Pebblestone Rd.	Reg. Rd. 55 (Townline Rd.)	Tooley Rd.	2025	555,334	-	555,334	408,980		146,354	121,474	24,880
78	Pebblestone Rd.	Trulls Rd.	Reg. Rd. 34 (Courtice Rd.)	2025	370,223	-	370,223	272,653		97,570	80,983	16,587
79	Lambs Rd.	Highway 401	Baseline Rd.	2026	1,646,140	-	1,646,140	39,940		1,606,200	1,333,146	273,054
80	Prestonvale Rd.	CPR Level Crossing	262m S. Southfield Ave.	2026	3,559,778	-	3,559,778	345,023		3,214,756	2,668,247	546,508
81	Simpson Ave. Extension	King St.	Future Church St.	2026	505,624	-	505,624	-		505,624	419,668	85,956
82	Arthur St.	1.13 km North CPR Level Crossing	Conc. Rd. 3	2027	1,018,200	-	1,018,200	508,547		509,652	423,012	86,641
83	Baseline Rd.	170m East of Darlington Creek	Holt Rd.	2027	5,057,010	-	5,057,010	286,546		4,770,464	3,959,485	810,979
84	Energy Drive	410m East of Osborne Rd.	Crago Rd.	2027	1,677,870	-	1,677,870	-		1,677,870	1,392,632	285,238
85	Green Rd.	Future Longworth Ave.	670 m North of Longworth Ave.	2027	2,297,737	-	2,297,737	55,749		2,241,989	1,860,851	381,138
86	Lambs Rd.	Concession St. E	CPR Tracks	2027	3,806,699	-	3,806,699	522,388		3,284,311	2,725,978	558,333
87	Stevens Rd.	Reg. Rd. 57	East End	2027	766,489	-	766,489	44,985		721,504	598,848	122,656
88	Baseline Rd.	Prestonvale Rd.	Trulls Rd.	2028	3,621,633	-	3,621,633	220,198		3,401,435	2,823,191	578,244
89	Osbourne Rd.	Energy Dr.	Megawatt Dr.	2028	994,543	-	994,543	116,404		878,139	728,856	149,284
90	Baseline Rd.	Reg. Rd. 34 (Courtice Rd.)	Hancock Road	2029	2,547,039	-	2,547,039	150,182		2,396,857	1,989,391	407,466



Infrastructure Costs Covered in the D.C. Calculation – Services Related to a Highway (cont'd)

Prj .No	Increased Service Needs Attributable to Anticipated Development			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2020-2031							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 83%	Non- Residential Share 17%
	Road	From	To									
91	Conc. Rd. 3	Reg. Rd. 17	Arthur St.	2029	1,459,090	-	1,459,090	428,376		1,030,714	855,493	175,221
92	Crago Rd.	Osborne Rd.	South Service Rd.	2029	5,315,661	-	5,315,661	401,190		4,914,471	4,079,011	835,460
93	Bennett Rd.	Highway 401	Reg. Highway 2	2030	1,858,462	-	1,858,462	545,628		1,312,834	1,089,652	223,182
94	Concession St. E.	Lambs Rd.	Providence Rd.	2030	2,846,451	-	2,846,451	498,815		2,347,636	1,948,538	399,098
95	Green Rd. Widening	Baseline Rd.	Reg. Highway 2	2030	1,461,983	-	1,461,983	-		1,461,983	1,213,446	248,537
96	Green Rd.	Baseline Rd.	South End	2030	2,366,327	-	2,366,327	567,446		1,798,881	1,493,071	305,810
97	Lambs Rd.	Port Darlington Rd.	Lake Rd.	2030	1,057,049	-	1,057,049	12,852		1,044,197	866,684	177,514
98	Mearns Ave.	Conc. Rd. 3	300m North Conc. Rd. 3	2030	1,028,838	-	1,028,838	57,162		971,676	806,491	165,185
99	Toronto St.	Mill St.	CNR Level Crossing	2030	3,823,847	-	3,823,847	185,276		3,638,571	3,020,014	618,557
100	Baseline Rd.	Lambs Rd.	Bennett Rd.	2031	1,788,454	-	1,788,454	-		1,788,454	1,484,416	304,037
101	Bennett Rd.	Hwy 2	Conc. St. East	2031	4,537,040	-	4,537,040	-		4,537,040	3,765,743	771,297
102	Holt Rd.	Baseline Rd.	300m South of Baseline Rd.	2031	900,628	-	900,628	55,514		845,114	701,444	143,669
103	Holt Rd.	Baseline Rd.	Bloor St.	2031	5,621,532	-	5,621,532	134,977		5,486,555	4,553,840	932,714
104	Holt Rd.	Bloor St.	Reg. Highway 2	2031	2,043,132	-	2,043,132	124,027		1,919,105	1,592,857	326,248
105	Trulls Rd.	Billett Gate	Pebblestone Rd.	2031	3,669,521	-	3,669,521	183,273		3,486,248	2,893,586	592,662
Sidewalk & Cycling Facility Works												
106	Bloor St. Sidewalk	Townline Rd. S	210m E of Townline Rd.	2020	47,299	-	47,299	-		47,299	39,258	8,041
107	Bloor St./Reg. Rd. 22 Sidewalk	Prestonvale Rd.	65m E of Prestonvale Rd.	2020	38,033	-	38,033	-		38,033	31,567	6,466
108	Highway 2 Sidewalk	271m East of Clarington Blvd.	Reg. Rd. 57	2020	192,676	-	192,676	74,168		118,508	98,362	20,146
109	Manvers Road (East Side Sidewalk)	Mill St.	Remi Court	2020	76,579	-	76,579	-		76,579	63,561	13,018
110	North St. Sidewalk	George St.	Remi Court	2020	39,416	-	39,416	-		39,416	32,715	6,701
111	Prestonvale Rd. Sidewalk	Bloor St.	230m N of Bloor St.	2020	51,803	-	51,803	-		51,803	42,997	8,807
112	Prestonvale Rd. Sidewalk	230m N of Bloor St.	Meadowglade Rd.	2020	37,163	-	37,163	-		37,163	30,846	6,318
113	Reg. Rd. 57 (West Side MUP)	Aspen Springs Dr.	Hwy 2	2020	286,707	-	286,707	-		286,707	237,967	48,740
114	Reg. Rd. 57 (West Side MUP)	Highway 2	Stevens Rd.	2020	157,982	-	157,982	-		157,982	131,125	26,857
115	Reg. Rd. 57 Sidewalk East Side	CPR	Hwy 2	2020	56,308	-	56,308	-		56,308	46,736	9,572
116	Reg. Rd. 57 Sidewalk East Side	Hwy 2	Stevens Rd.	2020	60,813	-	60,813	-		60,813	50,475	10,338
117	Trulls Rd. Sidewalk	Strathallan Dr.	Highway 2	2020	54,056	-	54,056	-		54,056	44,866	9,189
118	Liberty St. Sidewalk	Bons Ave.	Concession Rd. 3	2021	374,342	-	374,342	-		374,342	310,704	63,638
119	Reg. Rd. 57 Sidewalk East Side	140m N of Baseline Rd.	Waverly Rd.	2021	40,542	-	40,542	-		40,542	33,650	6,892
120	Regional Rd. 34 Sidewalk	Nash Rd.	North Urban Boundary	2021	1,183,581	-	1,183,581	-		1,183,581	982,372	201,209
121	Regional Rd. 17 Sidewalk East Side	Remi Ct.	375m N of CPR	2021	130,635	-	130,635	-		130,635	108,427	22,208
122	Regional Rd. 17 Sidewalk West Side	Remi Ct.	375m N of CPR	2021	131,761	-	131,761	-		131,761	109,362	22,399
123	Reg. Rd. 57 (West Side MUP)	Baseline Rd.	Prestonway Dr.	2021	496,179	-	496,179	-		496,179	411,829	84,350
124	Reg. Rd. 57 (West Side MUP)	Prestonway Dr.	Aspen Springs Dr.	2021	275,005	-	275,005	104,502		170,503	141,518	28,986
125	Tooley Rd. Sidewalk	265m N of Nash Rd.	Adelaide Ave.	2021	169,609	-	169,609	-		169,609	140,775	28,834
126	Hancock Rd.	Highway 2	275m South of Nash. Rd.	2022	363,332	-	363,332	-		363,332	301,565	61,766
127	Highway 2 Sidewalk	35/115 GO Parking Lot	Rudell Rd.	2022	217,349	-	217,349	-		217,349	180,400	36,949
128	Highway 2 Sidewalk	Newcastle Fire Hall	Rudell Rd.	2022	96,850	-	96,850	-		96,850	80,385	16,464
129	Regional Highway 2	Police Station (2046 Maple Grove Rd.)	170m West of Maple Grove Rd.	2022	38,289	-	38,289	-		38,289	31,780	6,509
130	Regional Highway 2	170m West of Maple Grove Rd.	Boswell Dr.	2022	357,827	-	357,827	-		357,827	296,996	60,831
131	Frank St.	Future Queen St.	Prince St.	2023	28,154	-	28,154	-		28,154	23,368	4,786
132	Lambs Rd.	Baseline Rd.	300m North of Baseline Rd.	2023	67,570	-	67,570	-		67,570	56,083	11,487
133	Rudell Rd. Sidewalk	Sunset Blvd.	Hart Blvd.	2023	141,503	-	141,503	-		141,503	117,448	24,056
134	Courtice Rd. Sidewalk	Stagemaster Cr.	Bloor St.	2024	254,513	-	254,513	-		254,513	211,245	43,267
135	Coutice Rd. (Regional Road 34)	Bloor St.	CPR/Future GO Station	2024	1,971,916	-	1,971,916	-		1,971,916	1,636,690	335,226



Infrastructure Costs Covered in the D.C. Calculation – Services Related to a Highway (cont'd)

Prj .No	Increased Service Needs Attributable to Anticipated Development			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2020-2031							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 83%	Non- Residential Share 17%
	Road	From	To									
136	Reg. Rd. 57 Sidewalk East Side	Stevens Rd.	Nash Rd.	2024	1,453,327	-	1,453,327	-	-	1,453,327	1,206,262	247,066
137	Reg. Rd. 57 (West Side MUP)	Stevens Rd.	Nash Rd.	2024	772,354	-	772,354	-	-	772,354	641,054	131,300
138	Trulls Rd. Sidewalk	Sandringham Dr.	Strathallan Dr.	2024	70,948	-	70,948	-	-	70,948	58,887	12,061
139	West Scugog Lane Sidewalk	Mill Ln (south leg)	Bons Ave.	2024	126,130	-	126,130	-	-	126,130	104,688	21,442
140	West Townline Rd. Sidewalk	Dudley Court	South Regional Urban Limit	2024	264,241	-	264,241	-	-	264,241	219,320	44,921
141	Bloor St. (North Side Sidewalk)	Courtice Rd.	Hancock Rd.	2025	193,700	-	193,700	-	-	193,700	160,771	32,929
142	Bloor St. Sidewalk	210m E of Townline Rd.	415m Easterly	2025	46,173	-	46,173	-	-	46,173	38,323	7,849
143	Bloor St./Reg. Rd. 22 Sidewalk	65m E of Prestonvale Rd.	Courtice Rd.	2025	585,117	-	585,117	-	-	585,117	485,647	99,470
144	Bloor St. (South Side Sidewalk)	Trulls Rd.	Courtice Rd.	2025	897,319	-	897,319	-	-	897,319	744,775	152,544
145	Bloor St. (South Side Sidewalk)	Robinson Creek	Trulls Rd.	2025	180,186	-	180,186	-	-	180,186	149,554	30,632
146	Bloor St. (South Side MUP)	Prestonvale Rd.	Robinson Creek	2025	320,116	-	320,116	-	-	320,116	265,696	54,420
147	Bloor St./Reg. Rd. 22 MUP	Townline Rd.	Prestonvale Rd.	2025	620,224	-	620,224	-	-	620,224	514,786	105,438
148	Bloor St./Reg. Rd. 22 MUP	Trulls Rd.	Courtice Rd.	2025	1,024,372	-	1,024,372	-	-	1,024,372	850,229	174,143
149	Nash Rd.	Green Rd.	Future Clarington Blvd.	2025	284,759	-	284,759	-	-	284,759	236,350	48,409
150	Reg. Rd. 57 Sidewalk East Side	Hartwell Ave.	CPR	2025	123,878	-	123,878	-	-	123,878	102,819	21,059
151	Scugog St. Sidewalk	King St.	Rehder Ave.	2025	141,896	-	141,896	-	-	141,896	117,774	24,122
152	Highway 2 Sidewalk	Soper Creek	Bennett Rd.	2026	333,794	-	333,794	-	-	333,794	277,049	56,745
153	Regional Rd. 17 Sidewalk East Side	375m N of CPR	Conc. Rd. 3	2027	229,737	-	229,737	-	-	229,737	190,682	39,055
154	Regional Rd. 17 Sidewalk West Side	375m N of CPR	Conc. Rd. 3	2027	229,737	-	229,737	-	-	229,737	190,682	39,055
155	Nash Rd. (Cycling Lanes)	Solina Rd.	Maple Grove Rd.	2028	2,372,992	-	2,372,992	-	-	2,372,992	1,969,583	403,409
156	Highway 2 Sidewalk on South Side	East End of Plaza	Hancock Road (Realigned)	2029	120,049	-	120,049	-	-	120,049	99,641	20,408
157	Baseline Rd.	Green Rd.	Spicer Sq.	2030	608,522	-	608,522	-	-	608,522	505,073	103,449
158	Baseline Rd.	Regional Rd. 57	Spry Ave.	2030	246,334	-	246,334	94,823	-	151,511	125,754	25,757
159	Baseline Rd.	Spicer Sq.	Regional Rd. 57	2030	122,875	-	122,875	47,299	-	75,576	62,728	12,848
160	Baseline Rd. (South Side Cycling Facility)	Spry Ave.	Liberty St.	2030	1,042,971	-	1,042,971	-	-	1,042,971	865,666	177,305
161	Courtice Rd. MUP	Highway 2	South End of Plaza	2030	73,140	-	73,140	-	-	73,140	60,706	12,434
162	Courtice Rd. MUP	South End of Plaza	South Urban Boundary	2030	204,874	-	204,874	-	-	204,874	170,046	34,829
163	Courtice Road (East Side Sidewalk)	Sandringham Dr.	Bloor St.	2030	1,792,651	-	1,792,651	-	-	1,792,651	1,487,900	304,751
164	Highway 2 (North Side Cycling Facility)	Courtice Rd.	Future Transit Hub	2030	160,605	-	160,605	-	-	160,605	133,302	27,303
165	Liberty St. Sidewalk	Conc. Rd. 3	North Urban Boundary	2030	527,044	-	527,044	-	-	527,044	437,446	89,597
166	Baseline Rd.	Liberty St.	Haines St.	2031	1,475,545	-	1,475,545	-	-	1,475,545	1,224,702	250,843
167	Baseline Rd.	Haines St.	Lamb's Rd.	2031	242,823	-	242,823	-	-	242,823	201,544	41,280
Street Lighting Works												
168	Reg. Rd. 57 Streetlighting	CPR	Baseline Rd.	2021	413,028	-	413,028	-	-	413,028	342,813	70,215
169	Highway 2	Boswell Dr.	Courtice Rd.	2022	446,283	-	446,283	-	-	446,283	370,415	75,868
170	Hancock Rd.	Highway 2	275m South of Nash. Rd.	2022	35,833	-	35,833	-	-	35,833	29,741	6,092
171	Highway 2 Streetlighting	East of Firehall	35/115 GO Parking Lot	2022	125,123	-	125,123	-	-	125,123	103,852	21,271
172	Highway 2 Streetlighting	Soper Creek	Bennett Rd.	2023	360,063	-	360,063	-	-	360,063	298,853	61,211
173	Reg. Rd. 57 Streetlighting	Highway 2	Nash Rd.	2024	379,500	-	379,500	-	-	379,500	314,985	64,515
174	Courtice Rd. Streetlighting	Stagemaster Cr.	Bloor St.	2024	274,542	-	274,542	-	-	274,542	227,870	46,672
175	Courtice Rd. (Regional Road 34)	Bloor St.	Highway 401 Interchange	2024	506,567	-	506,567	-	-	506,567	420,450	86,116
176	Regional Rd. 17 Streetlighting	Remi Ct.	375m N of CPR	2024	142,130	-	142,130	-	-	142,130	117,968	24,162
177	Courtice Road Streetlighting	Sandringham Dr.	Stagemaster Cr.	2024	29,318	-	29,318	-	-	29,318	24,334	4,984
178	Bloor St. (Streetlighting)	Courtice Rd.	Hancock Rd.	2025	208,944	-	208,944	-	-	208,944	173,423	35,520
179	Bloor St./Reg. Rd. 22 Streetlighting	Prestonvale Rd.	Courtice Rd.	2025	437,324	-	437,324	-	-	437,324	362,979	74,345
180	Regional Rd. 17 Streetlighting	375m N of CPR	Conc. Rd. 3	2027	247,817	-	247,817	-	-	247,817	205,688	42,129



Infrastructure Costs Covered in the D.C. Calculation – Services Related to a Highway (cont'd)

Prj .No	Increased Service Needs Attributable to Anticipated Development			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2020-2031							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 83%	Non- Residential Share 17%
	Road	From	To									
	Streetscape Works											
181	Newcastle Streetscape Phase 1	North St.	Mill St.	2021	781,043	-	781,043	575,205		205,838	170,846	34,992
182	Frank St. (Streetscape)	King St.	Future Queen St.	2023	423,297	-	423,297	311,740		111,557	92,592	18,965
183	Newcastle Streetscape Phase 2	Mill St.	Beaver St.	2023	260,553	-	260,553	191,886		68,667	56,994	11,673
184	St. George St. Tree Planting (Streetscape)	King St.	Queen St.	2023	12,678	-	12,678	9,337		3,341	2,773	568
185	Newcastle Streetscape Phase 3	Beaver St.	Arthur St.	2025	567,617	-	567,617	418,026		149,591	124,161	25,431
186	King St. Corridor Improv. (Streetscape)	Liberty St.	Simpson Ave.	2028	1,341,525	-	1,341,525	987,975		353,549	293,446	60,103
187	King Street Corridor Improv. (Streetscape)	Simpson Ave.	Mearns Ave.	2028	1,289,426	-	1,289,426	949,607		339,819	282,050	57,769
188	Highway 2 Streetscape	Townline Rd.	Darlington Blvd.	2029	368,323	-	368,323	271,254		97,069	80,567	16,502
189	Highway 2 Streetscape	Darlington Blvd.	Centrefield Dr.	2029	417,105	-	417,105	307,180		109,925	91,238	18,687
190	Highway 2 Streetscape	Centrefield Dr.	Prestonvale Rd.	2030	848,176	-	848,176	624,646		223,531	185,531	38,000
191	Highway 2 Streetscape	Prestonvale Rd.	Trulls Rd.	2030	989,158	-	989,158	728,472		260,685	216,369	44,317
192	Highway 2 Streetscape	Tnalls Rd.	Maplefield Drive	2031	1,066,425	-	1,066,425	785,376		281,049	233,270	47,778
193	Highway 2 Streetscape	Richard Gay Ave.	Courtice Rd.	2031	811,461	-	811,461	597,607		213,855	177,500	36,355
194	Highway 2 Streetscape	Courtice Rd.	Hancock Rd. (Realigned)	2031	686,721	-	686,721	505,741		180,980	150,214	30,767
	Engineered Services Studies & Non Site-Specific Improvements											
195	Bowmanville Waterfront Redevelopment Transportation Network Needs and Feasibility Study			2020	60,000	-	60,000	-		60,000	49,800	10,200
196	Active Transportation and Trails MP			2020	60,000	-	60,000	-		60,000	49,800	10,200
197	Development Traffic Monitoring Studies for D.C. Project Implementation			2020-2031	120,000	-	120,000	-		120,000	99,600	20,400
198	Erosion Protection Works			2020-2031	2,675,046	-	2,675,046	882,765		1,792,281	1,487,593	304,688
199	ES Report to Establish an East/West Transportation Corridor North of Highway No.2			2023	120,000	-	120,000	-		120,000	99,600	20,400
200	ES Report to Establish an East/West Transportation Corridor South of Highway No.2			2023	120,000	-	120,000	-		120,000	99,600	20,400
	Recovery of Debenture											
201	NPV Principal Payments - Green Rd Debenture			2020-2029	3,988,753	-	3,988,753	-		3,988,753	3,310,665	678,088
202	NPV Interest Payments - Green Rd Debenture			2020-2029	779,211	-	779,211	-		779,211	646,745	132,466
	Operations											
203	Provision for additional fleet - Roads (24)			2020-2031	2,786,561	-	2,786,561	-		2,786,561	2,312,845	473,715
204	Provision for additional facility space - Roads (NPV of Future Debt Payments)			2020-2031	6,091,842	-	6,091,842	-		6,091,842	5,056,229	1,035,613
	Other Studies											
205	Hospital Transportation Review			2020-2031	40,000	-	40,000	10,000		30,000	24,900	5,100
206	Transportation Master Plan Update			2021	75,000	-	75,000	18,750		56,250	46,688	9,563
207	Operations Needs Assessment Study Update			2024	50,000	-	50,000	12,500		37,500	31,125	6,375
208	Transportation Master Plan Update			2026	150,000	-	150,000	37,500		112,500	93,375	19,125
209	Transportation Master Plan Update			2031	75,000	-	75,000	18,750		56,250	46,688	9,563
	Reserve Fund Adjustment						(20,917,074)			(20,917,074)	(17,361,171)	(3,555,903)
	Total				223,962,005	-	203,044,932	31,938,778	558,052	170,548,101	141,554,924	28,993,177